

**Claims**

**What is claimed is:**

1. A drawstringing kit, comprising:  
  
a needle including an eyelet for receiving a drawstring, wherein a tunnel of the damaged product is adapted to receive the needle to facilitate stringing of the drawstring through the tunnel; and  
  
a guard positioned about at least a portion of a perimeter of the damaged product.
2. The drawstringing kit according to Claim 1, wherein the drawstring replaces a damaged drawstring.
3. The drawstringing kit according to Claim 1, wherein the needle comprises a material for allowing the needle to be flexible.
4. The drawstringing kit according to Claim 3, wherein the needle further comprises an eyelet slit that facilitates opening of the eyelet to secure a first end of the drawstring in the eyelet, wherein the drawstring includes a larger diameter than the opening of the eyelet such that the eyelet frictionally engages the drawstring and prevents the drawstring from disengaging from the needle.
5. The drawstringing kit according to Claim 1, wherein the guard comprises an outer material including a U-shape with inwardly facing opposing ribs that grip and provide friction about the tunnel.
6. The drawstringing kit according to Claim 5, wherein the ribs are further defined to include a plurality of ribs that perpendicularly extend from and are integral

with the outer material and a singular rib that extends angularly from and is integral with the outer material.

7. The drawstringing kit according to Claim 5, wherein the outer material is reinforced by a U-shaped core.

8. The drawstringing kit according to Claim 7, wherein the outer material includes rubber and the core includes a flexible metal or plastic.

9. The drawstringing kit according to Claim 8, wherein the core comprises a pair of wires and a thermoplastic resin.

10. The drawstringing kit according to Claim 1, wherein the guard is applied over a selected portion of the perimeter where damage to an original drawstring occurred.

11. The drawstringing kit according to Claim 1 further comprising hooks positioned at each end of the drawstring to anchor the drawstring to a seat pan, wherein the hooks include an S-shape, such that each drawstring end may be looped and knotted about a first part of the hook while a second part of the hook hooks about a hook-receiving means located on an underside of the seat pan.

12. A method for repairing an automotive seat assembly comprising the steps of:

removing a damaged, originally-manufactured drawstring from a tunnel of a seat cover;

restringing a replacement drawstring through the tunnel;  
positioning the seat cover over the seat assembly; and  
maintaining structural integrity of the replacement drawstring and tunnel.

13. The method for repairing an automotive seat assembly according to Claim 12, wherein, prior to the restringing step, the method further comprises the step of engaging the replacement drawstring to a needle, the engaging step further comprising:

providing an eyelet slit about an eyelet of the needle to facilitate opening of the eyelet to position the replacement drawstring,

providing a diameter of the replacement drawstring that is relatively larger than the opening of the eyelet, and

closing the eyelet about the diameter of the replacement drawstring such that the eyelet provides frictional tension about the replacement drawstring.

14. The method for repairing an automotive seat assembly according to Claim 12, wherein, after the restringing step, the method further comprises the step of opening the eyelet and removing the replacement drawstring from the needle.

15. The method for repairing an automotive seat assembly according to Claim 12 further comprising the step of providing tension about the tunnel to draw the seat cover about the seat assembly.

16. The method for repairing an automotive seat assembly according to Claim 15, wherein the providing tension step further comprises:

looping and knotting a first end of the replacement drawstring about a first hook;

hooking the first hook about a first hook receiving means on a seat pan,  
drawing the replacement drawstring into tension,

looping and knotting a second end of the replacement drawstring about a second hook, and

hooking the second hook about a second hook receiving means on the seat pan.

17. The method for repairing an automotive seat assembly according to Claim 12, wherein the maintaining step includes the step of positioning a guard over a selected portion of a perimeter of the seat cover where damage to the originally-manufactured drawstring occurred.

18. An apparatus for repairing an automotive seat assembly, comprising:  
drawstringing means including a drawstring retention means; and  
means for maintaining structural integrity of the replacement drawstring.

19. The apparatus for repairing an automotive seat assembly according to Claim 18, wherein the drawstringing means includes a needle and the drawstring retention means includes an eyelet and eyelet slit that facilitates opening of the eyelet to secure a first end a drawstring in the eyelet, wherein the drawstring includes a larger diameter than the opening of the eyelet such that the eyelet frictionally engages the drawstring and prevents the drawstring from disengaging the needle, wherein a tunnel is adapted to receive the needle to facilitate stringing of the drawstring through the tunnel about a perimeter of a seat cover.

20. The apparatus for repairing an automotive seat assembly according to Claim 19, wherein the means for maintaining structural integrity of the replacement drawstring includes a guard having a length of material that is applied over a selected portion of the tunnel where damage to an originally-manufactured drawstring occurred.

21. The apparatus for repairing an automotive seat assembly according to Claim 18 further comprising:

drawstring anchoring means, and

hook receiving means located about an underside of a seat pan to facilitate tensioning of the replacement drawstring.